

Experimental Aircraft Association Chapter 1246  
Volume 11, Issue 5

www.EAA1246.org

McKinney, Texas  
May , 2009

## To Be Announced

Collin County Community College

7:00 PM, Pike Hall

Collin County Community College, McKinney, Texas

## *To Be Announced*

### NOTICE TO ANYONE WHO OWNS OR FLIES A CH-601XL

by Mel

The NTSB has recommended that all CH-601XL aircraft be grounded until the designer can determine if the aircraft is subject to aerodynamic flutter. There have been six in-flight structural breakups killing a total of 10 people.

Aerodynamic flutter -- a phenomenon in which the control surfaces of the airplane can suddenly vibrate, and if unmitigated, can lead to catastrophic structural failure -- is suspected as the cause of the in-flight breakups.

The board also found two other areas of concern. The NTSB says stick force gradient -- a measure of the force applied to the control stick and the increase in lift that results -- was not uniform throughout the range of motion, particularly at high vertical accelerations or G forces. "The lessening of the gradient at high Gs could make the airplane susceptible to being inadvertently over-controlled by the pilot, which could create a condition in which the airplane is stressed beyond its design limits leading to an in-flight structural failure."

The NTSB also noted problems with the airspeed indi-



cation system were identified.

"Errors with the correlation between the actual airspeed of the airplane and that shown on the instruments in the cockpit could result in the airplane being piloted at airspeeds exceeding design limits, which could compromise the plane's structural integrity. While the airspeed indication issue has not been linked to any accidents, the Safety Board believes that this is a safety-of-flight issue that should be corrected."

Even though this is primarily aimed at the S-LSA 601XL, the basic problem is with the design so it is applicable to the amateur-built versions as well.

Let's be SAFE out there!

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2009  
**TEXOMA 100**  
**AIR RACE**



**NORTH TEXAS REGIONAL AIRPORT**  
Sport Air Racing League Championship Series

May 30, 2009

Friday May 29 Arrivals:

All day - Parking, early check in – Terminal

6:00 pm – Racers social gathering - TBA

Saturday May 30

7:30 am Check in/parking/Continental Breakfast-Terminal

9:00 am Mandatory briefing-Terminal

10:00am Race Start-GYI

Awards immediately following race – Terminal

Noon – Complimentary luncheon – Terminal

Sunday May 31/Saturday June 6 – RAIN DATES

THE RACE

This is an open course timed speed race open to all propeller driven aircraft. Aircraft launch in speed order, fastest first. The Sport Air Racing League classes will be used and offer racing for experimental and factory aircraft.

Flying will be VFR only with race minimums 1000' ceiling and 3 miles visibility. On course MEA is 500AGL or FAR's if higher. All FAR's are to be strictly adhered to.

HOTELS/TRANSPORTATION

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A limited number of courtesy cars will be available. Email [ppurcellk@aol.com](mailto:ppurcellk@aol.com) for a courtesy car.

Hotels in Sherman, TX closest to airport:

La Quinta, Hampton, Comfort & Holiday Inn Express

AWARDS

There will be awards given in each class that has an entry. Trophies will be given for top speeds overall for both experimental and factory models. Additional special awards and prizes will be given.

QUALIFICATIONS

Pilots must be legal to fly and qualified to fly the aircraft they are racing.

**Aircraft must be airworthy and in annual.  
Insurance is required.**

ENTRY

**There will be a \$25 Check in fee (cash or check only). \$10 of this fee goes to the Sport Air Racing League for sanctioning and League expenses.**

**Electronic entry: [www.sportairrace.org](http://www.sportairrace.org), Click on Calendar of Events, Texoma 100 Air Race.**

**You do not need to be a Sport Air Racing League member to race. If you wish to receive championship points you must join the League. Upon signup, racers will receive a complete briefing packet via email or regular post.**

**Information and entry over the telephone or email:**

Pat Purcell, 903-564-9410, 903-815-4959(cell), [ppurcellk@aol.com](mailto:ppurcellk@aol.com)



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# 2009 TEXOMA 100 AIR RACE RULES & INFORMATION

The Texoma 100 Air Race is a timed speed event with a propeller driven piston powered or turbine powered fixed wing aircraft competing in performance classes over a set route of approximately 150 statute miles. The Texoma 100 air race is sanctioned by the Sport Air Racing League. Points will be awarded toward the Sport Air Racing League 2009 championships in all classes. All flying is conducted under daylight VFR conditions and in strict compliance with the applicable FAR's. To assure maximum safety for all participants, aircraft will be launched in speed order.

## PILOT QUALIFICATIONS

Private Pilot Certificate or higher.

A current medical.

Meet the requirements of FAR 61:56 and 61:57.

## AIRCRAFT ELIGIBILITY

Aircraft must be propeller driven, piston or turbine powered, fixed wing.

Possess a valid airworthiness certificate.

Have evidence of a current annual inspection

Be two-way radio equipped.

Have a range to fly 200sm at full power.

## ADDITIONAL CREW/PASSENGERS

Additional crew/passengers may be carried but only one licensed pilot is required.

## REGISTER TO PARTICIPATE

Go to [www.sportairrace.org](http://www.sportairrace.org) and click on Calendar of Events and Texoma 100 Air Race. Fill in the on-line registration form. You need to become a member of the Sport Air Race League to earn points. You do not need to be a League member to participate.

For more information or to register via the telephone or email:

Patricia Purcell, [ppurcellk@aol.com](mailto:ppurcellk@aol.com), 903-564-9410, 903-815-4959

Mike Thompson, [chairman@sportairrace.org](mailto:chairman@sportairrace.org),

## BEFORE THE RACE

Pilots must be familiar with and ready to fly the race route prior to arriving at the start.

All information and procedures are available on the race web site and in hard copy. A complete and thorough

mandatory briefing will be given at the start of the event.

Registration packets will contain hard copies of all course instructions.

Aircraft should have a Race Number on the aircraft but it is **n o t m a n d a t o r y t o p a r t i c i p a t e**. The race number should be on both sides of the aircraft if possible. Numbers need to be 18" high by 12" wide with the number segments 3" wide. Color should stand out from aircraft color and be outlined as necessary as to be visible. *Variations are acceptable* due to aircraft configurations and consideration given to permanently affixed numbers and the usage of two or three digit N# numerals if they are of the required size. Numbers on the fuselage and/or under the wings are acceptable.

Check in as soon as practical on arrival at start. At this time you must provide all required documentation and sign "Release of Liability" and pay fees. Fuel and park in designated spot prior to briefings.

All pilot briefings are **MANDATORY**. If you are not briefed you will not participate.

## PILOT RESPONSIBILITIES

Register your intent to participate **as soon** as possible and confirm your entry no later than 24 hours prior race start. However, no pilot will be turned away and entries will be accepted the day of the event.

Ensuring compliance with all Federal Aviation Regulations and Texoma 100 Air Race rules.

Ensuring sufficient fuel is carried for flying the event and a safe reserve.

Providing all required documentation, proof of **Insurance** Have all occupants of aircraft sign a "Release of Liability". Pay the check in fee of \$25 (cash or check only).

## FLYING THE RACE

Race VFR is defined as no less than 1000' ceiling and 3 miles or greater visibility. En route flying will be at a minimum altitude of **500'AGL** or in compliance with the FAR's, whichever is higher.

Engines may not be started until directed by Race Official.

Taxi and take off as directed by controlling facility/individual.

Take off will be in speed order, fastest first.

If unable to start as directed, you may go to the back of the line.

If you must land during the race or do not complete the course, notify a race official as soon as possible.

## AFTER THE RACE

Scoring will be done immediately after the finish of each race.

Awards will be made as soon as the scoring is final.

## PENALTIES AND DISQUALIFICATIONS

**A 5 knot penalty for not following briefing or procedure instructions.**

**Disqualification if Federal Aviation Regulations are violated.**

**Disqualification if the timing line is not flown.**

**Safety maneuvers will not be penalized.**

## **SPORT AIR RACING LEAGUE SANCTIONED CLASSES**

### **EXPERIMENTAL CLASSES**

**TURBINE:** Any Experimental Category aircraft with a turbine engine, unlimited SHP (Shaft Horse Power). Class winners in both Fixed and Retractable gear.

**UNLIMITED:** Any Experimental Category aircraft with a turbocharged engine with a displacement of 1400 cubic inches or less. Class winners in both Fixed and Retractable gear.

**SPORT CLASS:** Any Experimental Category aircraft with a normally aspirated engine with a displacement of 1000 cubic inches or less.

**SPORT FX:** Any Experimental Category aircraft with 550 cubic inch displacement normally aspirated with Fixed Landing Gear for RV-10s, F-1 Rocket, Harmon Rocket II etc.

**Biplane Unlimited:** Any aircraft having two main lifting wings, to include a tandem configuration, factory or experimental, with an engine displacement of 1400 cubic inches or less

**Biplane Sport:** Any aircraft having two main lifting wings, to include a tandem configuration, factory or experimental, using a normally aspirated engine with a displacement of 1000 cubic inches or less.

**Biplane Blue:** Any aircraft having two main lifting wings, to include a tandem configuration, factory or experimental, with an engine displacement of 360 cubic inches or less, normally aspirated.

**Biplane Red:** Any aircraft having two main lifting wings, to include a tandem configuration, factory or experimental, with an engine displacement of 320 cubic inches or less, normally aspirated.

**RG Blue:** Any Experimental Category aircraft with an engine displacement of 360 cubic inches or less, normally aspirated, with retractable landing gear.

**RG-T Blue:** Any Experimental Category aircraft with an engine displacement of 360 cubic inches or less, turbocharged, with retractable landing gear.

**RG Red:** Any Experimental Category aircraft with an engine displacement of 320 cubic inches or less, normally aspirated, with retractable landing gear.

**RG-T Red:** Any Experimental Category aircraft with an engine displacement of 320 cubic inches or less, turbocharged, with retractable landing gear.

**FX Blue:** Any Experimental Category aircraft with an engine displacement of 360 cubic inches or less, normally aspirated, with at least two fixed landing gear.

**FX-T Blue:** Any Experimental Category aircraft with an engine displacement of 360 cubic inches or less, turbocharged, with at least two fixed landing gear.

**FX Red:** Any Experimental Category aircraft with an engine displacement of 320 cubic inches or less, normally aspirated, with at least two fixed landing gear.

**FX-T Red:** Any Experimental Category aircraft with an engine displacement of 320 cubic inches or less, turbocharged, with at least two fixed landing gear.

**RV Blue:** Open to Van's aircraft RV-3, RV-4, RV-6, RV-6A, RV-7, RV-7A, RV-8, RV-8A, RV-9, and RV-9A airplanes powered with an engine of 360 cubic inches or less, normally aspirated.

**RV-T Blue:** Open to Van's aircraft RV-3, RV-4, RV-6, RV-6A, RV-7, RV-7A, RV-8, RV-8A, RV-9, and RV-9A airplanes powered with an engine of 360 cubic inches or less, turbocharged.

**RV Red:** Open to Van's aircraft RV-3, RV-4, RV-6, RV-6A, RV-7, RV-7A, RV-8, RV-8A, RV-9, and RV-9A airplanes powered with an engine of 320 cubic inches or less, normally aspirated.

**RV-T Red:** Open to Van's aircraft RV-3, RV-4, RV-6, RV-6A, RV-7, RV-7A, RV-8, RV-8A, RV-9, and RV-9A airplanes powered with an engine of 320 cubic inches or less, turbocharged.

**SPRINT CLASS:** Any Experimental Category aircraft with an engine displacement of 240 cubic inches or less, normally aspirated.

**SPRINT-T CLAS:** Any Experimental Category aircraft with an engine displacement of 240 cubic inches or less, turbocharged.

**SPORSTMAN:** Any Experimental Category aircraft using a VW or Corvair normally aspirated engine conversion

**SPORSTMAN-T:** Any Experimental Category aircraft using a VW or Corvair turbocharged engine conversion

**FACTORY CLASSES** Any factory manufactured propeller driven aircraft certified as normal/utility category. Modifications accepted, ie; Riley Rocket, LoPresti Speed mods and piston conversions to turboprop.

**FAC TURBINE S:** Any Factory-built single engine turboprop powered aircraft.

**FAC1RG:** Any Factory-built aircraft with 280 HP and above, normally aspirated with retractable landing gear

**FAC1RG-T:** Any Factory-built piston powered aircraft with 280 HP and above, turbocharged with retractable landing gear

**FAC1FX:** Any Factory-built aircraft with 280 HP and above, normally aspirated with fixed landing gear

**FAC1FX-T:** Any Factory-built piston powered aircraft with 280 HP and above, turbocharged with fixed landing gear

**FAC2RG:** Any Factory-built aircraft with 240 - 279 HP, normally aspirated with retractable landing gear

**FAC2RG-T:** Any Factory-built piston powered aircraft with 240 - 279 HP, turbocharged with retractable landing gear

**FAC2FX:** Any Factory-built aircraft with 240 - 279 HP, normally aspirated with fixed landing gear

**FAC2FX-T:** Any Factory-built piston powered aircraft with 240 - 279 HP, turbocharged with fixed landing gear

**FAC3RG:** Any Factory-built aircraft with 200 - 239 HP, normally aspirated with retractable landing gear

**FAC3RG-T:** Any Factory-built piston powered aircraft with 200 - 239 HP, turbocharged with retractable landing gear

**FAC3FX:** Any Factory-built aircraft with 200 - 239 HP, normally aspirated with fixed landing gear

**FAC3FX-T:** Any Factory-built piston powered aircraft with 200 - 239 HP, turbocharged with fixed landing gear

**FAC4RG:** Any Factory-built aircraft with 180 - 199 HP, normally aspirated with retractable landing gear

**FAC4RG-T:** Any Factory-built piston powered aircraft with 180 - 199 HP, turbocharged with retractable landing gear

**FAC4FX:** Any Factory-built aircraft with 180 - 199 HP, normally aspirated with fixed landing gear

**FAC4FX-T:** Any Factory-built piston powered aircraft with 180 - 199 HP, turbocharged with fixed landing gear

**FAC5:** Any Factory-built aircraft with less than 180 HP

**FAC TURBINE TWIN:** Any Factory built turboprop powered twin engine aircraft.

**TWIN1:** Any Factory-built twin-engine aircraft with 280 HP and above per engine, normally aspirated


**TWIN1-T:** Any Factory-built piston powered twin-engine aircraft with 280 HP and above per engine, turbocharged

**TWIN2:** Any Factory-built twin-engine aircraft with 200 to 279 HP per engine, normally aspirated

**TWIN2-T:** Any Factory-built piston powered twin-engine aircraft with 200 to 279 HP per engine, turbocharged

**TWIN3:** Any Factory-built twin-engine aircraft with 100 to 199 HP per engine, normally aspirated

**TWIN3-T:** Any Factory-built piston powered twin-engine aircraft with 100 to 199HP per engine, turbocharged.



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**Calendar of Events**

(Items in **Bold** are Chapter 1246 events)

May 14 **EAA 1246 General Meeting. 7:30pm  
Pike Hall, Collin Co. Community College.**

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May 20 **EAA 1246 Officers Meeting. 7:00pm  
Cutter Aviation, TKI. All members  
Welcome!**

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May 16 Giddings Fly in Breakfast, Giddings-Lee  
County GYB 9-11  
Robert Vondersaar 512-308-7057

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May 16 Fly in- Poker Run Mt Vernon, Franklin  
County F53 EAA 834,  
Steve Garrett 903-855-2411

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May 16 Smithville Fly in and Pancake Breakfast  
Smithville Crawford Muni 84R  
Adena Lewis 512-237-2313

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May 23 Runway Gumbo Lunch Fly in  
Gladewater EAA 972  
Bob Tippens 903-574-3641

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May 23 Jefferson Fly in  
Cypress River Airport 24F  
Ray Keasler 903-665-7311

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**North Texas Flying Club**

Garry Ackerman  
972/867-8713  
gack@dallas.net

McKinney Airport (TKI)

www.ntxfc.com

**Bill Powell  
POWELL/SOUTHWEST AGENCY**

Aircraft Insurance Broker

16015 Addison Rd.

Addison, TX 75001

Email: Bill@powellsouthwest.com

Tel 972-490-0919  
Tel 877-900-7792

Mobile 972-743-0680  
Fax 972-490-1612



**AVIATION**

**Mike Livezey**

*Operations Manager*

1500 East Industrial Blvd., Ste 100 \* McKinney, Texas 75069-7516  
Phone (972) 562-5555 \* Fax (972) 548-2313

mlivezey@cutteraviation.aero \* www.cutteraviation.aero

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May 2009

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2250 Purdue Drive  
Lucas, Texas  
75002

**McKinney EAA Chapter 1246 Membership Application or Renewal**

New Member: \_\_\_\_\_ or Renewal: \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: Wk (     ) \_\_\_\_\_ Hm (     ) \_\_\_\_\_

E-Mail Address: \_\_\_\_\_

\* EAA Number: \_\_\_\_\_ \* Exp. Date: \_\_\_\_\_

Pilot/A&P Rating: \_\_\_\_\_

Notes/Comments/Projects:

Membership dues are \$20 per year due Jan 1.  
Make checks payable to **EAA Chapter 1246**.

Mail applications to:

Sue Cowan  
2250 Purdue Dr.  
Lucas, Tx 75002

\* National EAA membership required.

National EAA Offices:

EAA Aviation Center  
P.O.Box 3086  
Oshkosh, WI 54903-3086

**Chapter Officers:**

Dave Wilson (President)	972-984-1877
President@EAA1246.org	
Bob Everett (Vice President)	972-618-4135
VicePres@EAA1246.org	
Norman Lindsay (Secretary)	972-231-9119
Secretary@EAA1246.org	
Andy Cowan (Treasurer)	972-549-1030
Treasurer@EAA1246.org	

**Chapter Volunteers:**

Timothy Smith (Newsltr)	972-679-0674
scooterpilot028@yahoo.com	
Dick Stephens (Flight Advsr)	972-517-1647
Dave Bertram (Flight Advsr)	972-562-5967
Mike Pollock (Tech Cnslr)	972-530-8400
Ann Asberry (member Profile)	972-995-0372
Chuck Godber (Bulletin Bd)	972-491-6717
David Godber (Bulletin Bd)	903-532-3577
Jim Smith (Fly-Out Co-ordinator / webmaster)	214-906-7701